

## NEWS BY TELEGRAPH.

### ANOTHER HORRIBLE CALAMITY.

#### SINKING OF THE STEAMER OCEAN WAVE ON LAKE ONTARIO.

### TWENTY-EIGHT LIVES LOST.

#### Names of a Portion of the Unfortunate Victims.

#### FROM WASHINGTON AND OTHER CITIES.

#### EX-Commissioner Bartlett vs. Gov. Lane on the Mexican Boundary Question.

#### The Awful Disaster on Lake Ontario.

GOVERNOR, April 30—P. M. We learn by telegraph from Kingston, Canada West, that the steamer Ocean Wave was destroyed by fire on Friday night, six miles west of the Ducks, and about fifty miles above Kingston. The vessel was carrying about twenty-two of whom were saved, including Captain Wright, the mate, and the purser.

The Ocean Wave was owned at this place, by the Northern Railroad Company, and has been running between this port and Hamilton for freight and passengers. She was on her downward trip. She was insured in different States and in the Canada.

#### THE LATEST PARTICULARS.

GOVERNOR, May 1, 1883.

We have further particulars of the loss of the Ocean Wave, from one of the crew, Stephen Blackman. The Ocean Wave took fire from her furnace, on her downward trip, off the Ducks, about forty miles above Kingston, on Saturday morning, about two o'clock. When the fire was first discovered, she was about a mile and a half from the shore, which she was immediately headed for, but so intense was the heat, that the machinery gave out, and she was drifted westward. The upper cabin was consumed in about ten minutes, and in about two hours the hull went down. Those saved were taken off by the schooner Georgiana. The Ocean Wave had on board fourteen cabin and nine deck passengers, besides four children and the crew, who totaled number about fifty, of whom twenty-two were saved.

Among the crew saved were Captain Wright and the mate, Thomas Oliver, the purser, both of whom were second engineers, Mr. Blackman; and a number of the following were among the passengers saved:—

Mr. Francis Kish and wife, both of whom were burned, but not dangerously.

French, of Cornwall.

Mr. Moore, of the Gore Bank, Hamilton.

Three, above named, were all the females saved. The vessel on the way down sent a boat to the assistance of the ill-fated steamer, but the men being frightened away again.

The schooner Georgiana then hoisted in sight, lowered a boat manned with her mate and two sailors, and picked up eighteen persons.

Minutes after the rescue, the wreck went down. The captain, six first mate and one passenger reached the shore. The disaster, and the vessel brought the rest to Kingston.

The following is a list of some of the victims:

Mr. Trumble, B. first engineer.

Julius Stube, B. first engineer.

The cook of the steamer.

Mr. Donald.

The nurse and three children of the Cashier of the Gore Bank, Hamilton.

Three ladies, as was known.

Mr. Lyman B. Fiske, of the firm of H. S. Humphrey, of Ogdensburg.

The total number of lost is at least twenty-eight. The progress of the flames was so rapid that it was impossible to launch any of the boats which were on board.

#### From Washington.

GOV. LANE—THE UNION NEWSPAPER—THE PRESIDENT.

SPECIAL CORRESPONDENCE OF THE NEW YORK HERALD.

WASHINGTON, May 1—P. M.

The Union backs down from its position of rigidity on Governor Lane, and this morning says that in that article it expressly said it "entertained serious doubts as to the propriety of his course." What it did say was, that it could not undertake to say, at the present moment, whether Governor Lane has acted with due caution and circumspection, or whether the emergency was so sudden and pressing as to require prompt action on his part.

It is further denouncing the conduct of a portion of the press in denouncing his action. The only importance attached to the Union's article was from its being supposed to speak the views of the cabinet. That it did not do so is evident from the fact that the President has promptly determined to remove Governor Lane—thus showing that at the White House there were no doubts as to the propriety of his course." The President being satisfied it was highly improper. The Union, upon inquiry, will learn that this is the case.

Y. Y. Z.

FROM THE REGULAR NEWSPAPER.

WASHINGTON, May 1, 1883.

The Union this morning carries its recent article, and justifies Gov. Lane. It says: "nothing but a very stringent necessity can justify Governor Lane's interference in a difficulty which properly belongs to the State Department as a subject of negotiation, having for its object a joint commission for the performance of a task, simple enough originally, but which the late administration, after four years of futile effort and vast expenditure left unfinished, and in an embarrassed condition."

Very interesting from Providence.

COMMISSIONER BARTLETT, GOV. LANE AND THE MEXICAN BOUNDARY—THE KING OF THE SANDWICH ISLANDS ATTEMPTING PROTECTION FROM FRENCH ENVOYADEMENTS.

PROVIDENCE, May 1, 1883.

Mr. Bartlett, late Commissioner of the Mexican Boundary Survey, has addressed a communication, of two columns in length, to the Providence Journal, in reply to the proclamation of Gov. Lane of New Mexico. Mr. Bartlett corrects the most important statements of Gov. Lane, and shows that the Valley of the Merila has always been in the undisputed possession of Mexico, and under the jurisdiction of the State of Chihuahua.

The same paper will publish to-morrow information, received from high authority, that the King of the Sandwich Islands has made another strong appeal to the government of the United States for protection against the designs of France, which clearly threaten the subjugation of his dominions.

From the South.

FIRE IN BALTIMORE—FROM TEXAS—INDIAN HOSTILITIES—THE GOLD MINING.

BALTIMORE, May 1, 1883.

A fire on Monument street, the largest in the city, lately owned by George Spracklen, destroyed, was completely demolished by fire at two o'clock this morning. A large quantity of hemp and valuable machinery was also destroyed. The loss is heavy.

Several persons' deaths occurred last night.

The New Orleans papers of Monday, which were received to-night, contain the following news:

The steamer of the Galveston railroad had been resumed.

A portion of the Harrisburg and Colorado railroad had been opened with great regularity.

Henry Shreve, was elected President of the San Antonio and Mexican Gulf railroad.

The Austin Statesman of the 16th says the Indians were becoming decidedly hostile and during their negotiations on the frontier.

The Austin American of the 16th inst. says the boys keep slinging off to the gold mining on the Upper Colorado, but none have as yet come back with anything like a satisfactory account.

Another report had been made for the Post Office by the.

Silver from the South.

PROVIDENCE, May 1, 1883.

The steamer ship Gregory arrived this morning from Charleston with 111 passengers, and \$25,000 in silver.

The Erie Canal Break.

ALBANY, May 1, 1883.

The break at Hoffman's Ferry will be repaired by Monday morning and the water let in. There is no other break in the eastern division.

Markets.

PROVIDENCE, April 30, 1883.

The sales of cotton have been more active and prices advanced. In wool there is more activity and prices are fairly sustained. Sales of 96,000 pounds of wool, and 100,000 of cotton. The sales for the week were \$9,000,000.

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